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04-29-2007, 03:37 PM

#1

sc0ttyb

plays with matches


 Drives: 2008 R32
 Join Date: Mar 2006
 Location: PHX
 Posts: 60
Spark Plug DIY (now with 50% more pics and low sodium)**Updated: 08/04/2011**

Wow, this thread is still being used? Cool!

I've gone ahead and moved the images over to imgur (full album [here](#)), removed the links to the larger images (kind of unnecessary), and added the gap info for the NGK plugs.

I haven't had my GTI for several years, so if any of this information is outdated, I apologize!

Okay, so what started out as this thread (<http://www.golfmkv.com/forums/showthread.php?t=14778>) turned into this one.

Disclaimer: You do this stuff at your own risk, I'm not responsible for any damage, blah blah blah. You know the drill.

The whole process is really quite simple and takes maybe an hour if you like to take your time. Here's what you need:

Box o' plugs (I used the BKR7EIX NGKs -- the stock plugs are Bosch)

5/8" spark plug socket

Ratchet

Decent-size extension

I also used a couple of zipties for removing the coil packs, but there are several ways you can do it safely.

What I Used



New NGK Iridium IX Plugs - BKR7EIX (not BKR7EIX-11)



To the best of my knowledge, these plugs are pre-gapped, so you should be good to go. At least, mine were all gapped fine right out of the box. I'd double check them, anyway, in case there was a manufacturing fault. If they're not gapped correctly DO NOT try to adjust them. The electrodes on iridium plugs are very fragile. Send 'er back for a new one.

Also:

Quote:

Originally Posted by [sc0ttyb](#)

The plugs I used (the NGKs) are pre-gapped at .030. There is another run of these plugs with the part number BKR7EIX-11, but those are gapped at around .044 (I believe), so the ones without the -11 are the ones to get.

Spark Plug Socket



Da Woik

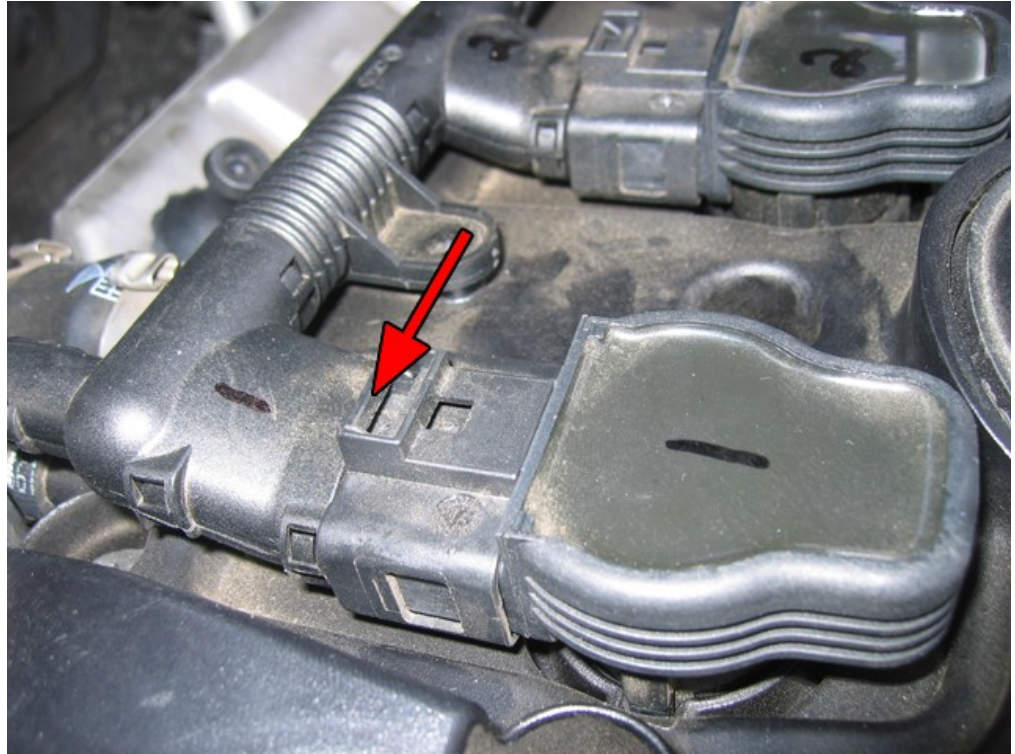
Once you have the engine cover off, here's what you should be looking at.



First, you'll need to unclip the electrical connections from the coil packs. To save yourself some hassle, pull the connections snugly onto the coil packs. This ensures that the clips will unsnap

easily.

Now, rock the lip on the clip backwards gently until you hear a little "click". Repeat for all 4 clips.



You'll probably notice that I numbered the coil packs and the connectors. It's not necessary, but I like to keep things grouped the way they came.

After the connectors are all unclipped, push them off toward the back of the car. You should now be looking at this.



Move it back out of the way so it doesn't flop back down while you're trying to work.

Now it's time to start removing the coil packs. The rubber bits help keep the coil pack all snug inside, so they're kinda annoying to get out. Here's my ziptie method, if you're so inclined to follow.





With the coil pack out, hook up your **plug** socket and extension and feed the end down into the hole.

The rubber sleeve inside the socket fits over the insulator (the long white part) so that it doesn't fall out of the socket when you're trying to remove or reinstall it.



I prefer to fit the socket and extension on with my hand first so I can feel the socket line up and get snug.



Once your socket's got the end of the **plug**, start loosening it with yer ratchet. It'll take several, several turns to get it totally free.



Here's your old, nasty **plug**!



To install the new **plug**, take the old one out of the socket, push the new one in, then reverse the steps.

Be sure to finger-tighten the plugs first until they start to get snug, then take your ratchet and tighten them another 1/2-2/3 turn. Mine started tightening pretty well at 1/4 turn, so I just tightened it the full 1/2 and left it at that.

That's pretty much all there is to it! 🍷